

# RUDDER FLUTTER

Idaho Transportation Department, Division of Aeronautics

*To foster, develop and maintain Idaho's aviation programs, facilities and services*

VOLUME 43, NO. 2

## ARE YOU READY FOR A FANTASTIC FLYING YEAR?

Check out these great  
fly-in activities!

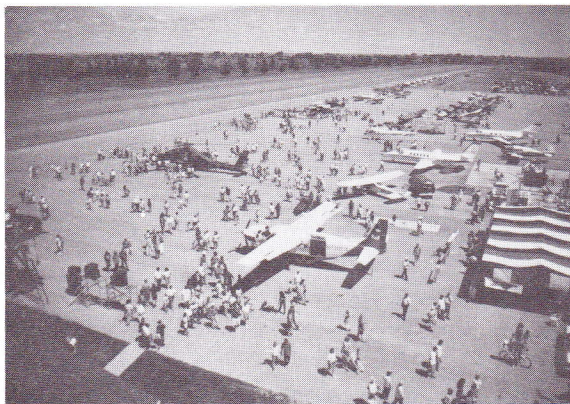
### Gooding Fly-In June 21, 1997

The Gooding Airport Flyers Association plans an open house at the Gooding, Idaho Airport, June 21, from 7:00 a.m.-2:00 p.m. In conjunction with the open house, there will be a fly-in breakfast from 7-11:00 a.m. They will also have static displays of various military aircraft. For more information call: Kit John (208) 886-2646 or Lois Wartluft (208) 934-4730.

### Blackfoot Fly-In Set for June 28, 1997

On June 28, 1997, Blackfoot/McCarley Field, Blackfoot, Idaho, will host the Fourth Annual Blackfoot Fly-In in conjunction with the Blackfoot Pride Days Celebration. The fly-in has become one of the premier aviation events in the region, drawing airplanes and pilots from all of the Rocky Mountain States as well as California, Oregon, and Washington.

The fly-in offers something for the whole family including a custom car show, arts and crafts fair, and law enforcement and fire department displays with demonstrations. Those that are hungry can enjoy breakfast from 7-11:00 a.m. for only \$2.00



SPRING 1997

*Blackfoot's Third  
Annual Fly-In, 1996*

per person! Any that continue to be hungry can then enjoy a baked potato at the free spud feed, which runs from 12-3:00 p.m. Last year over 5,000 spuds were given away! Top it all off with a bowl of chili from the chili cook off!

This year, the fly-in starts at 7:00 a.m. with Pride Days holding its snow machine races (yes, snow machines!) on the same day commencing at 2:00 p.m. on the lake at Jensen's Grove Park adjacent to the airport. You need to see this to believe it!

Last year's fly-in included static displays of military helicopters, corporate jets, home built and antique aircraft, and displays by manufacturers of kit built and production aircraft. Helicopter and glider rides were also available.

Military fly-bys are always the highlight of the day and last year's fly-bys were the best yet with Mountain Home Air Force Base's B1-B, F-15s, and KC-135 tanker. Even a KC-135 from the Utah Air Guard made several passes to thrill the crowd that was on hand! See you on June 28th!

**Check page 3 for information on the  
Challis and Driggs Fly-Ins along with the  
Calendar of Events on pages 6-7 for more  
exciting 1997 flying activities!**



# ADMINISTRATOR'S COLUMN

By Bart Welsh

## A NEW LOOK AT AN OLD PROBLEM

Those of us that have been in aviation for years sometimes find ourselves almost preoccupied with aviation safety. Publications are full of articles on how to do this or that safer and avoid accidents. It goes without saying that our pilot, as well as our aircraft, population is growing older each year. It is also interesting to note that our accident rate, with a couple of exceptions, has been on a steady decline.

As we look at a pilot who has been flying safely for years it seems there is something about experience that impacts the accident rate. A careful look, however, reveals the alarming fact that while we are experiencing a lower overall accident rate, our fatality rate has increased.

As we read accident reports, they usually start with, "The airplane took off at such and such time, traveled for so many minutes or hours and was in the process of doing something...when the accident occurred." Most of us that have read the safety records for any length of time believe that accidents probably started long before the propeller began turning.

We are plagued with many of the same kinds of accidents as we have always had; pilots pressing on in bad weather, doing maneuvers that neither they nor their aircraft are capable of successfully completing, airplanes being operated oblivious to other aircraft around them (both on the ground and in the air), pilots being preoccupied, and simply running out of fuel. All of these situations have a genesis long before the flight plan.

It is easy to look for cliches that cover all situations, but we must be aware of the fact that each of these accidents occurred to somebody just like you and me. Up until the moment when it is obvious

that things have gone so wrong that the situation can not be reversed, virtually every pilot believes he has the skills, knowledge, and ability to manipulate the airplane in such a way as to complete the flight safely. Statistics show this is not the case.

If we look back at any accident, there is a point where someone made a bad decision. Usually in a situation like those listed above. Perhaps a decision was made to do something that was knowingly dangerous, and often times against federal regulations, thinking "just this once" it would not cause a problem.

Aircraft operate under very inflexible laws of physics. When the airplane engine does not receive sufficient fuel at the proper mixture the engine will quit. If the attitude of the wing in respect to the relative wind is wrong, lift will be effected. If air speed falls below that which is necessary to maintain flight the airplane will stall and/or spin. These laws are not negotiable.

As our pilots mature and we gain experience, we have stepped successfully closer to the edge of disaster. Experience gives us a complacency feeling that we can get "even closer" and still survive. Every one of us has a story of when we barely got out of a situation and it was only through blind luck that we are still around.

Safety goes beyond teaching and learning. It must also be practiced professionally every time we assume the responsibility of piloting an aircraft. Remember that as we enter the "flying seasons". I will see you in the backcountry.

---

## IDAHO TRANSPORTATION DEPARTMENT

Governor *PHILIP E. BATT*

Director *DWIGHT BOWER*

Aeronautics Administrator *BARTON W. WELSH*

Aeronautics Advisory Board: Chairman *WILLIAM PARISH*

Member *ROBERT HOFF* Member *HARRY MERRICK*

Division of Aeronautics, 3483 Rickenbacker Street/P.O. Box 7129,

Boise, ID 83707-1129

(208) 334-8775



## CHALLIS "SPAN A CENTURY" FLY-IN JULY 3-6, 1997

A special invitation to come to Challis is extended to all pilots, especially those that have attended the mountain flying seminars in the past. A relaxed atmosphere surrounded by the beauty of the wilderness area, the Salmon River and other mountain ranges awaits attendees.

The Challis Area Chamber of Commerce is requesting pilots come and be a part of the reenactment of a fly-in from the 1940's and 1950's. Believe it or not, there are pictures of the Challis Breakfast Fly-In of 1948 when 120 airplanes came for the famous breakfast of venison steaks, sourdough hot cakes and choke cherry syrup.

On the weekend of July 3rd-6th Challis is bringing back to life the wonderful fly-in that used to happen every year. A 1929 Travel Air 6000, owned by McCall Air Taxi, that was used in the backcountry during that era will be there.

A special package is available only to fly-in participants. It includes special lodging rates at one of the local bed and breakfasts or motels, discounts on meals, and merchandise. Space is limited so early reservations are recommended.

A schedule of the "Span A Century Fly-In" and 4th of July festivities follows. In addition to the local events, arrangements can be made for additional events such as floating the Salmon River, fishing in the high mountain lakes, hiking, camping, visiting ghost towns like Custer, Bayhorse, Keystone mines and other sight seeing activities. And of course there is always flying into the backcountry!!

Please RSVP as soon as possible. Your special package is waiting for you. Call Challis Chamber of Commerce at (208) 879-2771 or Donnie Rowles at (208) 879-5021. You may also send e-mail to [DonRCS@Worldnet.att.com](mailto:DonRCS@Worldnet.att.com) or [DonRCS@Juno.com](mailto:DonRCS@Juno.com).

## NORTHWEST MOUNTAIN FAMILY FLY-IN JULY 25-27, 1997

Join us for the 1997 Northwest Mountain Family Fly-In in the beautiful Teton Valley, Driggs, Idaho (approximately 50 miles east of Idaho Falls) on July 25-27th!

There will be a variety of top-notch safety lectures, a Saturday night banquet and keynote speaker, aircraft displays, and fly-bys. The FAA will conduct the WINGs (Pilot Proficiency Awards) Program, where pilots can receive three hours of **free** flight instruction from volunteer flight instructors. The day's activities can also be counted toward your Idaho Safe Pilot Award. The PACE (Pilot, Aircraft Courtesy Evaluation) Program will also be conducted by the FAA.

For more information please call John Goostrey or Chuck Knipple, Federal Aviation Administration, 1-800-453-0001.

---

## DEAR IDAHO AIRPORT MANAGER:

The Idaho Division of Aeronautics now stocks the miniature quartz plug-in runway light bulbs that are being used in some of the newer Medium Intensity Runway Lighting Systems (MIRLS). They are available in 30 watts for the runway edge lights and 45 watts for the threshold lights. Contact Larry Hippler at (208) 334-8784 or 1-800-468-5865.

---

## AIR SAFETY NEWS

According to AOPA there were fewer general aviation (g.a.) accidents in 1996 than in any year since record keeping began in 1938. The total accidents in all g.a. operations (23.6 million hours of non-airline, non-military flying for business, commercial, government, personal and training purposes) is down 7% from 1995 to 1997.



## SOFT and MUDDY

Every spring, many of our unpaved airport runways are subjected to substantial rutting damage when they are soft and wet. The most critical time period seems to be immediately after the snow melts. This situation is not confined to our backcountry and wilderness airports. It also occurs at places like Slate Creek, May, Antelope Valley, and Murphy Hot Springs.

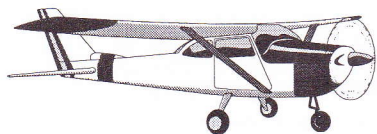
**Please** give the airports a chance to dry out before using them this spring. This is extremely important for our wilderness airports since all repairs must be done by primitive methods.

*The Forest Service has requested that we publish the following press release in this month's newsletter:*

### SPRING AIRSTRIp CLOSURES DUE TO SOFTY MUDDY CONDITIONS

The Krassel Ranger District, Payette National Forest will be issuing a temporary closure of the Cold Meadows and Chamberlain Airstrips. These temporary closures are for the purpose of keeping aircraft off the airstrip surface while soft muddy conditions exist to prevent rutting and avoid potential accidents. Timeframes for the closures will vary from early May through late June depending on weather and snowmelt. From the time the snow is mostly off the strips expect closures to last two to three more weeks. Typically, Chamberlain will dry out one to three weeks earlier than Cold Meadows. Airstrips will be opened as soon as they are dry and safe to land on. NOTAMs will be issued through FAA.

For more information concerning these closures, contact the Krassel Ranger District at (208) 634-0600.



**REMEMBER ..  
CLOSE YOUR FLIGHT PLAN!!**

## FLY-IN NOTIFICATION

The Division would like to ask all groups planning organized fly-ins or "get-togethers" at state airports to notify us no later than 45 days prior to the date of the event. Given this information, we can then let you know if other organized groups are planning fly-ins for the same time period, thereby preventing conflicts in courtesy car usage, etc. It will also enable us to be somewhat prepared in our role as host of the event. Please contact Mark Young at (208) 334-8893 with dates and other pertinent information.

---

## JOHNSON CREEK UPDATE

A contract has been signed with Adairco, Inc. of Post Falls, Idaho to install the buried sprinkler system at the Johnson Creek Airport this spring. Materials for the job are on hand at Aeronautics, and the remainder is now in the hands of Mother Nature.

The beginning of the project is solely dependent upon when the snow leaves, as the contractor may begin work immediately thereafter. The entire project is estimated to take ten working days, with workers taking the weekend(s) off. Aeronautics will ensure the airport is useable for weekend traffic, remaining closed during the week. It is hoped that work may begin as early as April 28<sup>th</sup>.

Contact Mark Young at (208) 334-8893 or 1-800-468-5865.

---

## SHARE YOUR LOVE OF THE BACKCOUNTRY

Would you like to share your love of flying and the backcountry with a physically challenged individual? Get involved in the Sixth Annual Wilderness Within Reach Fly-In. Pilots and planes are needed. Call Joe Corlett at (208) 336-1097/376-0916.



# FISH LAKE USFS AIRPORT

By Larry Hippler

The Fish Lake Forest Service Airport is located in the Selway-Bitterroot Wilderness Area, approximately 50 NM Northeast of Grangeville, Idaho. Our records indicate that the airport was constructed in the fall of 1932. The airport has a 2,600' long turf runway sloping uphill to the West.

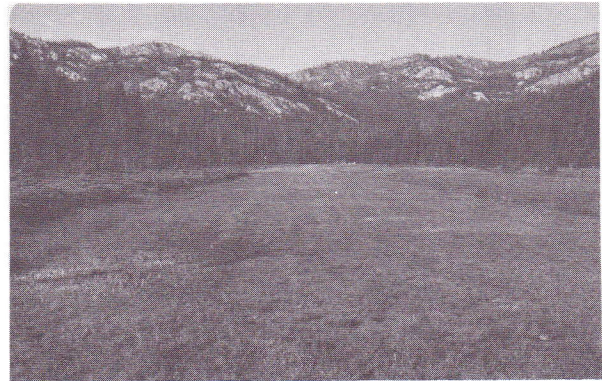
In my opinion, there are very few locations in Idaho that can match the scenic beauty of the area around Fish Lake. The abundant wildlife, rugged mountains, the lake and the little rustic Forest Service cabin at the end of the airport all contribute to the reasons that aviators make a point of visiting this airport.

Fish Lake has a number of operational limitations. Mountains rise over 1,200' above the airport, less than a mile from the West end. High terrain located to the North and South of the airport limits the aircraft maneuvering area around the airport. It is definitely a one-way-in, one-way-out operation. You land over the lake on runway 22 and takeoff over the lake from runway 04. There is very little chance of completing a successful go-around on the approach once you are committed to land.

Invariably, a breeze out of the West starts before ten o'clock in the morning. This results in a tailwind for a departure, with prevalent downdrafts over the lake. Attempted takeoffs to the West are a definite mistake. History indicates that a couple of pilots have tried to beat the tailwind by departing in this direction and neither of them made it. The altitude at Fish Lake is 5,646' which makes for a very high density altitude situation during the warmer summer months. Early morning and late evening operations are strongly recommended.

Fish Lake has long had a reputation as a growing aluminum mine. A sign erected near the Forest Service Cabin during the 1970's states: **"Pilots – danger – be alert for tailwinds and downdrafts over the lake on hot days. Six accidents have killed eight people here, all on takeoff. Five**

**planes crashed into the lake. Density altitude at 70 degrees is 7,500' at 80 degrees is 8,400'. Delay takeoff until conditions are safe."** I personally know of a couple of additional fatalities and several "fender benders" that have occurred since the sign was erected.



Operations at Fish Lake should be conducted only by experienced backcountry pilots flying suitable high performance aircraft. If you don't fall into this category, don't feel bad. All great aviators were at one time at the same experience level as you are now! Most of them are still alive today because they followed the recommendations of more experienced pilots.

You can still visit this area and have a great wilderness experience. Spend a few bucks and hire one of Idaho's experienced Air Taxi Operators to fly you in for a drop-off and later pickup. It probably won't cost you as much as you think, and the trip is well worth it.

Regardless of how you get there, you need to remember that this is a wilderness area and certain rules of etiquette apply. Park your airplane only in designated aircraft parking areas. Set up your camp in the designated camping areas. Practice no trace camping methods and please don't leave any trash behind. Take it out with you.

My last suggestion is do not harass any of the local wildlife unless it is hunting season. Most of the close-by critters are moose and they tend to be considerably larger and a lot tougher than you are!

Have a great trip.



# CALENDAR OF EVENTS

## MAY

- 17 Lost in the Fifties Fly-In. Sandpoint, ID.  
North ID Pilots Fly-In Breakfast.  
Jorge O'Leary, (208) 263-9102.
- 22 Aeronautics Advisory Board Meeting.  
Lewiston, ID.  
Division of Aeronautics, (208) 334-8775.
- 23-26 Cessna 180/185 Club Fly-In at the  
Flying B, Salmon, Idaho.  
Boyd or Kathy Miller, (208) 634-8798.
- 24 EAA Chapter #407 Builder's Tour-@  
ISU PIH Hangar.  
Nolan Getsinger, (208) 522-5783.
- 24 Top Fun Flyers Memorial Day Competition.  
Steve Franks, (208) 386-9285.
- 29-6/1 "River of No Return" Mt. Flying Seminar.  
Wilder Blue Yonder Aero, Challis, ID.  
(800) 267-9069/(208) 879-2364.
- 31 Open House at Spokane Community  
College/Aviation Mtce. Dept./Felts Field.  
(509) 536-7320.  
(EAA Chapter 79 - Mead, WA will have a  
fly-in breakfast that morning).

## JUNE

- 2-5 Aerospace Manufacturing Technology  
Conference and Exposition. Seattle, WA.  
Jim Brahney, (412) 776-4841.
- 6-8 Army Reserve Ground Unit at Garden  
Valley Airstrip.  
40-50 people, 20+ tents.  
Division of Aeronautics, (208) 334-8775.
- 7 Idaho 99s Fly-In. Smith Prairie Airstrip.  
Stacey Budell, (208) 365-0668.
- 7 EAA Young Eagle Flights, IDA -0900.  
Nolan Getsinger, (208) 522-5783.
- 7 Idaho 4th Annual Gathering of Tail-  
draggers. Jerome, ID.  
Frank Kucera, (208) 324-4811.

- 12-15 "River of No Return" Mt. Flying Seminar.  
Wilder Blue Yonder Aero, Challis, ID.  
(800) 267-9069/(208) 879-2364.
- 13-15 Idaho Friends of MAF Fly-In.  
Johnson Creek Airstrip.  
Larry Cobb, (208) 362-6200.
- 14-15 Idaho Aerofair. Boise, ID.  
Fantastic **airshow** acts, static displays,  
and much, much, more!  
Sponsors include Western Aircraft, Inc.  
Greg Poe, (208) 368-0681.
- 14-15 Top Fun Flyers Wood River Chicken  
Drop, Magic Reservoir.  
Keith McClure, (208) 788-2418.
- 15 Annual Smiley Creek Father's Day  
Fly-In Breakfast/Spot landing contest  
on arrival. Trophies provided by  
Snake River Aircraft Maintenance.  
Gary L. Thietten, (208) 734-4061.
- 20-22 Cessna 180/185 Club Fly-In at  
Johnson Creek, ID.  
Al Hewitt, (206) 941-3052.
- 21 EAA Chapter #407 Tour of Pacific  
Fighters, IDA.  
Nolan Getsinger, (208) 522-5783.
- 21 Gooding Airport Flyers Association Fly-  
In. Gooding, ID.  
Kit John, (208) 886-2646 or  
Los Wartluft, (208) 934-4730.
- 24-27 Air Race Classic. Boise, ID  
Mary Christofferson, (208) 342-0514.
- 26-29 "River of No Return" Mt. Flying Seminar.  
Wilder Blue Yonder Aero, Challis, ID.  
(800) 267-9069/(208) 879-2364.
- 27 NBAA Small Flight Dept. Mgt. Workshop  
Seattle, WA. (202) 783-9000.
- 28 4th Annual Blackfoot Airport Appre-  
ciation Day and Pride Days Celebration.  
Blackfoot, ID. (208) 785-2727.



## **JULY**

- 3-6 Challis "Span A Century Fly-In".  
Challis, ID. RSVP for a special package deal. You'll remember this 4th!  
Chamber of Commerce, (208) 879-2771 or Donnie Rowles, (208) 879-5021.
- 11-13 Supercub Fly-In at Moose Creek.  
Lon Habersetzer, (360) 687-3640.
- 9-12 Idaho Mt. Flying Seminar. McCall, ID.  
Lyn Clark, (208) 634-5434.
- 9-13 Northwest EAA Fly-In. Arlington, WA.  
(360) 435-5857.
- 12-13 Western Montana Airfest. Missoula, MT.  
Paul Klawitter, (406) 728-4381.
- 16-20 Idaho Mt. Flying Seminar. McCall, ID.  
Lyn Clark, (208) 634-5434.
- 19 Idaho 99s Fly-In. Atlanta, ID.  
Stacey Budell, (208) 365-0668.
- 24 Aeronautics Advisory Board Meeting.  
Idaho Falls, ID.  
Division of Aeronautics, (208) 334-8775.
- 25-27 Northwest Mountain Family Fly-In.  
Driggs, ID. Fantastic time planned!  
John Goostrey/Chuck Knipple  
1-800-453-0001.
- 30- 45th Annual Oshkosh Fly-In.  
8/5 Oshkosh, WI.  
(414) 426-4800.

## **AUGUST**

- 2-3 IAA Fly-In at Johnson Creek.  
Dennis Colson, (208) 378-4181.
- 4-6 6th Annual Aviation Career Education  
(ACE) Academy. Boise, ID.  
Division of Aeronautics, (208) 334-8776  
or 1-800-468-5865. Student ages 14 - 18.  
Applications available at the Division of  
Aeronautics office.

- 9 Top Fun Flyers Weiser Fun Fly/Poker Run,  
Weiser, ID.  
Don Milbourn, (208) 467-5840.
- 22-24 IAA Northwest Fly-In. Idaho, Washing-  
ton, and Oregon Pilots Associations.  
Lewiston, ID.  
Johnny Stewart, (208) 476-4647.  
This will be held in conjunction with  
Lewiston's Hot August Nights and  
Clarkston's Sun Flower Days.  
Planes, cars, boats, and rock n'roll!  
Special Hell's Canyon Jet Boat Tour.  
For reservations contact Michelle at  
Beamers, 1-800-522-6966.  
Everyone is welcome!
- 30-9/1 Top Fun Flyers State Competition.  
Steve Franks, (208) 386-9285.

## **SEPTEMBER**

- 5-7 8th Annual Kitfox Fly-In. SkyStar Air-  
craft, Nampa, ID.  
(208) 466-1711.
- 5-7 7th Annual Avid Fly-In. Avid Aircraft.  
Caldwell, ID.  
(208) 454-2600.
- 7-14 Reno Air Races. Reno, NV.

## **OCTOBER**

- 9-12 NAAA Board Meeting.  
Coeur d'Alene, ID.

## **NOVEMBER**

- TBA Pacific Northwest Aerial Applicators  
Association Convention.  
Coeur d'Alene, ID.

### **Dates to watch for:**

EAA Chapter #407 Hands-on Shop Practices.  
Nolan Getsinger, (208) 522-5783.

**To list your event please write or call: Rudder  
Flutter, Idaho Division of Aeronautics, P.O.  
7129, Boise, ID 83707-1129 or call (208) 334-  
8776.**



## NEW RATINGS

### PRIVATE

#### **Tom Ady\***

Instructor: Nathan Pickens

#### **Mark Anderson\***

Instructor: George Crowe

#### **David Atchley\***

Instructor: Lori MacNichol

#### **J. Troy Bergstrom\***

Instructor: Greg Herbert

#### **Brian Daigle\***

Instructor: James Hayden

#### **Jody Goodenough\***

Instructor: James Lindsey

#### **Hugh Grant\***

Instructor: Greg Herbert

#### **Michael Harmel\***

Instructor: Eric Gillet

#### **Timothy Harper\***

Instructor: George Crowe

#### **Jess Hatcher\***

Instructor: James Meldrum

#### **William Heady\***

Instructor: George Crowe

#### **Thomas Hegge\***

Instructor: Michael Perata

#### **Corey Lang\***

Instructor: Greg Herbert

#### **Don Lightbody\***

Instructor: James Breuer

#### **Andrew Martin\***

Instructor: George Crowe

#### **Frank Mathey\***

Instructor: Gerry Green

#### **Russalee Morton\***

Instructor: Greg Herbert

#### **Larry Perry\***

Instructor: George Crowe

#### **Charles Porter\***

Instructor: Greg Herbert

#### **Matthew Pottenger\***

Instructor: Brandon Smith

#### **Nicholas Purdy\***

Instructor: Duncan Holland

#### **Leesa Reed**

Instructor: Pocatello AvCenter

#### **Michael Roberts\***

Instructor: Nathan Pickens

#### **Will Rowe**

Instructor: Pocatello AvCenter

#### **Grayson Russell**

Instructor: Pocatello AvCenter

#### **Dennis Seckel\***

Instructor: Gene Mussler

#### **Rodney Stidham\***

Instructor: Joseph Spence

#### **Quin Stone\***

Instructor: Eric Thomas

#### **Marvin Strong\***

Instructor: Leroy Nelson

#### **Timothy Swenson\***

Instructor: T.C. Gilkeson

#### **Terry Walther\***

Instructor: Michael Perata

#### **Jed Webb\***

Instructor: Lori MacNichol

#### **Randall Wright\***

Instructor: George Crowe

### INSTRUMENT

#### **Christine Barnes\***

Instructor: Amy Hoover

#### **Colby Brown\***

Instructor: Michael Perata

#### **Robert Mills\***

Instructor: Eric Thomas

#### **Andrea Peckham\***

Instructor: Jeffrey Hanka

#### **Rick Posusta\***

Instructor: Eric Thomas

#### **Colin Warner\***

Instructor: Greg Herbert

### COMMERCIAL

#### **William Mish\* (Single and M.E.)**

Instructor: Leroy Nelson

#### **Rick Posusta\***

Instructor: Eric Thomas

**RATINGS CONTINUED ON NEXT PAGE**



## RATINGS CONTINUED

### CFI

#### **Michael Cottingham\***

Instructor: Leroy Nelson

#### **William Mish\***

Instructor: Leroy Nelson

### CFII

#### **Mike Best (MEI)**

Instructor: Pocatello AvCenter

#### **Kory Nelson\***

Instructor: Katherine White

#### **Robert Russel\* (Multi Engine)**

Instructor: Katherine White

#### **Bert Womack\***

Instructor: Lawrence Davis

#### **\*Examiner: Thoville Smith**

Congratulations to everyone and welcome to the aviation family! If you are an instructor or a FAA Examiner please send in your student's names and ratings and we will be happy to let the rest of Idaho know about their accomplishments.

---

## MORE WEBSITES TO CHECK OUT

#### AIR AND SPACE MAGAZINE

<http://www.airspacemag.com/>

#### AVFLASH (aviation news/events/etc.)

<http://www.avweb.com>

#### AVIATION HOMEPAGE

<http://www.avhome.com>

#### FEDERAL AVIATION ADMINISTRATION PUBLIC ANNOUNCEMENTS

<http://www.dot.gov/affairs/faaind.htm>

#### IDAHO AVIATION ASSOCIATION

<http://www.cyberhighway.net/~idpilots>

#### LANDINGS (database - N Numbers/Pilots/etc.)

<http://www.landings.com>

#### "LEARNING TO FLY"

<http://www.grouper.com/francois/>

#### NATIONAL AIR AND SPACE MUSEUM HOMEPAGE

<http://www.naem.edu/>

#### WEATHER FOR PILOTS

<http://www.usatoday.com>

The Division of Aeronautics is developing our own homepage. Watch for developments at <http://www.state.id.us/itd/aerohome.htm>.

---

## IDAHO AVIATION HALL OF FAME APPOINTS EXECUTIVE DIRECTOR

*By John Maakestad, Publicity Committee*

The Idaho Aviation Hall of Fame (IAHOF) Board of Directors took some aggressive steps during the March meeting, by appointing Louis Keefer to the position of Executive Director. Keefer, formerly the President of Health Services Corporation, is an Idaho native who helped create the IAHOF and served as its first President from 1991-1992.

His principal focus will be to manage the next critical phases of the plan to fund, construct, and operate the IAHOF and Heritage Museum. This project will require some level of interest, effort, and participation by the entire Idaho aviation community.

First on the agenda will be to finalize the site acquisition and arrangements to improve the land made available near the Boise Airport. The next step will be a major fund raising effort emphasizing corporate contributions. Now is the time for you to become a member of the organization whose goal is to preserve Idaho's rich aviation legacy for following generations of aviators. Call Joe Corlett at (208) 336-1097 to find out how your membership can benefit you and Idaho's aviation history.



# TIBS - TELEPHONE INFORMATION BRIEFING SYSTEM

*By Don Wiggins, Boise AFSS*

TIBS, provided by Automated Flight Service Stations (AFSS), is a continuous recording of meteorological and aeronautical information, available by telephone. Each AFSS provides at least four route and/or area briefings

TIBS is not intended to substitute for specialist-provided preflight briefings. It is however recommended for use as a preliminary briefing, and can be very useful in helping you make that initial "go or no-go" decision. It can also be useful as an update briefing, prior to your departure.

Boise AFSS provides five route briefings and one recording for Aviation Community Activities.

The routes are:

- 301 Idaho Falls to Salt Lake City
- 302 Boise to Yakima via Pendleton
- 303 Boise to Pocatello/Idaho Falls via the Snake River
- 304 Coeur d'Alene/Spokane to Lewiston
- 305 Boise local area (50 nautical mile radius)
- 306 Aviation Community Activities

Each of the route briefings contain weather advisories (adverse conditions) in effect for or over the route, a brief synopsis of the weather pattern, current weather along the route, an enroute forecast, and winds aloft forecast. Other information is added as needed or required.

TIBS recording 305, begins at 5:00 a.m. local time, and is updated each hour, or as significant weather changes warrant. Each of the other routes 301 thru 304, are recorded beginning at 6:00 a.m. local time, and updated each even hour, or as significant weather changes warrant.

The Aviation Community Activities Briefing, contains information of interest, and scheduled events

for the aviation community, fly-ins, club meetings, safety seminars, just to name a few. If you have any information of interest to the aviation community, please feel free to let us know about it, so we can include it in the briefing.

TIBS recordings are found on the 1-800-WX-BRIEF toll free number (1-800-992-7433), and the local Boise Number 1 (208) 343-2525. A "TOUCH TONE" telephone is necessary to fully utilize the TIBS option.

To access the Boise TIBS system, call the briefing number. After the announcement you will hear a short ring. At that time press the three digit number, and listen to the briefing. If you wish to start the briefing over again or move on to another briefing, you may do so at any time, by pressing the pound symbol (#), then the star symbol (\*), listen for the short ring, then press the new three digit number. If you don't remember what the routes are, after the short ring press 3 0 0, for a list of TIBS Routes.

Another service provided with the Automated System, is the Flight Plan Fast File.

After you have received a thorough briefing, and just want to file your flight plan, you may do so on this system. After the short ring press 4 0 1, you will hear a list of instructions and another short ring. You may leave your Flight Plan information on the recorder. Please be sure **all information** is complete and accurate, as incomplete Flight Plans **can not** be processed, and may result in delays.

Pilots are encouraged to avail themselves of these services. If you have any questions or suggestions for the TIBS System, or Fast File System, please feel free to call the Boise AFSS at any time, the Administration phone number is (208) 334-1704.





## JAY MORRIS ELECTED NATIONAL PRESIDENT OF NAAA

The Division of Aeronautics congratulates Jay Morris, of Emmett, who has been elected the 1997 President of the National Agricultural Aviation Association (NAAA). This very prestigious honor has been bestowed on a gentleman who has more than earned the honor. His accomplishments have included:

- President of the Pacific Northwest Agricultural Aviation Alliance in 1991
- President of the Idaho Agricultural Aviation Association – 1988 and '89
- Ag operator for more than 30 years
- 43 years and more than two million miles of safe flying
- Owner and operator of Morris Flying Service
- Inventor of a fuel filtering system adopted by many FBOs

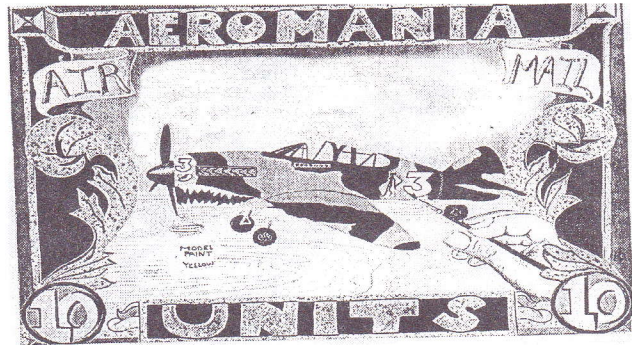


*Jay and Judy Morris*

"Any and all applicators should get involved in committees on the county and state level – planning, zoning land use boards," he stated. "Leadership is an opportunity to make a difference. I'm gratified that the NAAA has given me this opportunity on the national level. We have a good team of officers, a strong board and an organization to be proud of. Together we can make a difference."

Anyone who knows Jay knows that he puts his heart and soul into aviation. He is always there to fly a friend on an emergency run or share his knowledge with tomorrow's aviators. We are extremely proud of you Jay!

## AVIATION ART CONTEST WINNERS ANNOUNCED



*Brandy Tanner, TWF*

The state winners of the 1997 International Aviation Art Contest are:

### Category I (Age 6-9)

Lily Pierce, Lowell Elementary, Boise  
Sean Ward, Chief Joseph Elementary, Boise  
Aubrey J. Innes, home-schooler, Emmett

### Category II (Age 10-13)

Kaleb Coleman, Orofino Junior High, Orofino  
Adam Ostby, Clair E. Gale Junior High, IDA  
Chris Care, Orofino Junior High, Orofino

### Category III (Age 14-17)

Brandy Tanner, Robert Stuart Junior High, TWF  
Amber Hill, Capital High, Boise  
Brandon L. Roby, Centennial High, Boise

The theme this year was to design a postage stamp for the imaginary country, Aeromania. The first place art in each category was sent to the national competition in Washington, D.C.

---

## FAREWELL FRIEND

Idaho aviation lost a friend and supporter February 5, 1997 when **Clint Yates** passed away at his winter home in Arizona. Clint was the FBO at Council from 1979 to 1997, sharing his love of aviation with those he taught to fly and those who visited his FBO. Clint was an active member of the Civil Air Patrol, and donated many hours to helping youth programs and other organizations. Clint will be missed by all.



## 21<sup>ST</sup> AIR RACE CLASSIC COMES TO BOISE

The Air Race Classic is an all women's cross country race for stock, fixed wing aircraft of not less than 145 horsepower and not more than 570 horsepower. The race must be flown during daylight hours and under VFR conditions. One member of the two-person crew must have an instrument rating. The contestants adhere to rules set forth by the FAA, as well as rules and regulations of the Air Race Classic.

This year's race will **start in Boise and end in Knoxville, Tennessee, a total of 2,706.32 miles.** Stops will include Evanston and New Castle, Wyoming; Jamestown, North Dakota; Duluth, Minnesota; Sault Ste. Marie, Michigan; Elkhart, Indiana; Wheeling, West Virginia and then on to Knoxville.

There will be approximately one hundred racing participants arriving June 20<sup>th</sup> for the official start on June 24, 1997 at 8:00 a.m. There will be activities where the public is welcome. Saturday, June 21<sup>st</sup> - 12-5:00 p.m. we are planning a "Hangar Hotdog Fest" in which you are welcome to come meet the racing participants and see their airplanes and other static displays. It will be held at the Idaho Division of Aeronautics hangar. On Sunday, June 22<sup>nd</sup>, there will be a banquet at the Holiday Inn honoring our racers. Our speaker will be **Donna Shirley**, Chief Engineer for the Mars Rover Project, which is scheduled to land

on Mars July 4, 1997. Tickets for this event will go on sale in May and the cost will be \$25.00. Breakfast tickets (\$10.00) for the morning of the race will also go on sale in May.

The **AIR RACE CLASSIC LTD.** is not affiliated with the International Ninety-Nines however, as you would expect, it is primarily 99s who fly in it, although any woman pilot who is currently qualified can fly is eligible. The **Idaho Chapter of the 99s** is hosting this year's exciting event which attracts ladies from dozens of states all with diverse backgrounds and talents. Their ages vary from 19 to 80. The 1996 race was won by two first time racers.

**Jacque Batt** will be our honorary starter and **Anita Lewis** from our own Idaho Chapter will actually be racing in this challenging event. They, along with all of the other Idaho 99s, want to thank all of you who have so generously volunteered your time.

- *Mary Christofferson*



**For more information please contact:**

**Mary Christofferson, Chairman (208) 342-0514**  
**Beverly Niquette, Publicity (208) 345-0927**

**IDAHO DIVISION OF AERONAUTICS**  
**3483 RICKENBACKER/P.O. BOX 7129**  
**BOISE, ID 83707-1129**

**(ADDRESS CORRECTION REQUESTED)**

---

**BULK RATE**  
**U.S. POSTAGE**  
**PAID**  
**Boise, Idaho**  
**Permit No. 143**

---